

Page 128-Paragraph 3144, line 3; read:  
unless authorized by the Captain of the Port, Portland, Oregon.

**' 165.1309 Eagle Harbor, Bainbridge Island, WA.**

(a) *Regulated area.* A regulated navigation area is established on that portion of Eagle Harbor bounded by a line beginning at:

47°36'56"N., 122°30'36"W.; thence to  
47°37'11"N., 122°30'36"W.; thence to  
47°37'25"N., 122°30'17"W.; thence to  
47°37'24"N., 122°30'02"W.; thence to  
47°37'16"N., 122°29'55"W.; thence to  
47°37'03"N., 122°30'02"W.; thence returning along the shoreline to point of origin. [Datum NAD 1983].

(b) *Regulations.* All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(c) *Waiver.* The Captain of the Port, Puget Sound, upon advice from the U.S. EPA Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests should be submitted in triplicate, to facilitate review by U.S. EPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Wyckoff/Eagle Harbor Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above mentioned activities that may, or will, take place in the Regulated Area.

**' 165.1310 Strait of Juan de Fuca and Adjacent Coastal Waters of Northwest Washington; Makah Whale HuntingCRegulated Navigation Area.**

(a) The following area is a Regulated Navigation Area (RNA): From 48°02.25'N, 124°42.1'W northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington

*A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged*

State to 48°22'N, 124°34'W; thence due north to 48°24.55'N, 124°34'W; thence northwesterly to 48°27.1'N, 124°41.7'W; thence due west to 48°27.1'N, 124°45.5'W; thence southwesterly to 48°20.55'N, 124°51.05'W, thence west-southwest to 48°18.0'N, 124°59.0'W, thence due south to 48°02.25'N, 124°59.0'W; thence due east back to the shoreline of Washington at 48°02.25'N, 124°42.1'W. Datum: NAD 1983.

(b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusion Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).

(c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:

(1) Authorized Makah whale hunt vessel actively engaged in hunting operations under direction to the master of the Makah vessel flying international numeral pennant five (5), and

(2) A single authorized media pool vessel operating in accordance with paragraph (f) of this section.

(d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.

(e) The Makah Tribe shall make SECURITE Broadcasts beginning one hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:

*in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulations to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an*

*additional safety measure.*

(f)(1) Credentialed members of the media interested in entering the Moving Exclusionary Zone may request permission to operate a single media vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220-7237 during normal working hours, and (206) 220-7001 after hours. Coast Guard preauthorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.

(2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary Zone by a master licensed in the U.S. to carry passenger for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of the pool and the pool vessel owners and operators.

(3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, at a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.

(4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

(CL 2002/99, CL 21/00, FR 11/10/99; FR 12/28/99;  
33 CFR 165.1310)

Page 175-Paragraph 260, line 8; read:

sign KEB-260; or on VHF-FM channel 16 (156.80 MHz).

**Area of Concern-Los Angeles Main Channel.**-Special operational measures for commercial ships have been established in the Los Angeles Main Ship Channel between the harbor entrance and articulated light 9. Outbound vessels will have priority over inbound vessels. Vessels will avoid meeting at the Los Angeles Main Channel entrance. Vessels will avoid overtaking another vessel. The Vessel Traffic Management System (VTMS) shall implement one way traffic as needed. Vessels transiting west inside the Middle Breakwater shall not cross ahead of or impede the passage of a vessel that is in the Los Angeles Main Channel or entering Los Angeles Harbor. For all large laden tankers the speed limit is 6 knots. For all other vessels the speed limit is 7 knots or dead ahead slow, whichever is greater. Nothing in these measures shall preclude the Master or Pilot from taking all necessary actions to avoid or mitigate unsafe conditions.

(CL 1633/98)

Page 176-Paragraph 270, lines 4-5; read:

railroad bridge 25 yards W with authorized span clearances of 6 feet down and 164 feet up. The Henry Ford Avenue railroad

**Antioch**, on the S side of San Joaquin River 16 miles E of Suisun Point bridges, is a manufacturing city with waterborne commerce.

Georgia-Pacific Corp., Antioch Plant Wharf, about 38°00'56"N., 121°47'08"W., is a 197-foot offshore wharf, 780

bridge is ...

(CL 13/98; CL 78/98)

Page 195-Paragraph 125, line 7-Paragraph 126, read:  
also reaches the point from the SW direction.

(CL 1951/94)

Page 196-Paragraph 144, line 4; read:

edge of the kelp. In December 1994, submerged rocks were reported to extend about 100 to 200 yards SW of Castle Rock.

(CL 1951/94)

Page 196-Paragraph 150, lines 1-5; read:

**Tyler Bight** is on the S shore 1.8 miles E of Point Bennet and has a sand bottom. In moderate ...

(CL 1951/94)

Page 213-Paragraph 106, lines 5-6; read:

edition of chart for controlling depths.) In September 1998, a sunken wreck was reported W of Buoy 8, in about 37°46'30"N., 122°35'21"W.

(NOS 18649)

Page 239-Paragraph 416, lines 4-7; read:

is on the channel end of both breakwaters. In 1994, shoaling to a depth of about 4 feet was reported at the entrance to the marina.

(CL 1120/99, NOS 18657)

Page 241-Paragraph 440 through Paragraph 445; read:

The Diablo Service Corp. Wharf, about 0.6 mile E of New York Point is an offshore wharf with 1,154 feet of berthing space with dolphins, 35 feet alongside, and deck height of 12 feet. There is a conveyer system and crawler tractors. Rail and highway connections, and water and electrical shore-power connections are available. It is owned by Tosco Corp. and is used for the receipt of petroleum coke.

USS-Posco Industries, Pittsburg Wharf, about 1.3 mile E of New York Point, is a 891-foot marginal wharf with depths of 33 feet alongside and a deck height of 11 feet. Three 372-ton cranes are available, and there are rail and highway connections, and water and electrical shore power connections. It is used for receipt of semifinished steel.

The Dow Chemical Co., Pittsburg Plant Wharf, about 2 miles E of New York Point, is an offshore wharf with 672 feet of berthing space with dolphins, 40 feet alongside and a deck height of 20 feet. It is used for shipment and receipt of caustic soda.

feet usable with dolphins, with 31 feet alongside and a deck height of 11 feet. A conveyor system is available for the receipt of gypsum rock. Highway connections, and water and electrical shore power connections are available.

Gaylord Container Corp., California Mill Wharf, about 0.5

mile E of Kaiser Gypsum Co. Pier, is a 291-foot offshore wharf, 766 total berthing space, with depths of 35 feet alongside. Receipt of miscellaneous dry bulk commodities.  
(PS 32/96)

Page 276-Paragraph 90, lines 4-5; read:  
wooded island close inshore, 2.5 miles N of the cape.  
(43/99 CG13)

Page 341-Paragraph 411, lines 3-5; read:  
Cypress Island. In May 1999, a submerged wreck with 3 : fathoms over it was reported about 780 yards S of Bellingham Channel Lighted Bell Buoy 4 in about 48°31'48.4"N., 120°40'12.3"W.  
(23/99 CG13)

Page 344-Paragraph 478, line 7; read:  
shoaling along the edges. In July 1999, the channel was reported as not being maintained. The harbor has berths for about 400 ...  
(CL 1073/99)

Page 349-Paragraph 59, lines 5-6; read:  
operates to Port Townsend. In May 1996, the controlling depth in the entrance channel was 18 feet, thence 8 ...  
(CL 1083/96; BP 159149)

Page 351-Paragraph 86, line 13; read:  
can be made. In July 1999, the channel was reported as no longer being maintained.  
(CL 1074/99)